



JENNIFER M. GRANHOLM  
GOVERNOR

ROBERT MORRIS  
CHAIR

STATE OF MICHIGAN  
GOVERNOR'S TRAFFIC SAFETY  
ADVISORY COMMISSION  
LANSING

**(Approved)**  
**Minutes of the Meeting held June 22, 2007**  
**8:30 – 11:30 a.m.**  
**4000 Collins Road, Lansing, Michigan**

**MEMBERS PRESENT**

Robert Morris, Chair  
Michael Prince  
Anne Corgan  
Capt. Robert Powers  
Chief David Stamm  
John Friend  
Dwight Sinila  
Pamela Hall

**REPRESENTING**

Office of the Governor  
Office of Highway Safety Planning (OHSP)  
Department of State (MDOS)  
Department of State Police (MSP)  
Local Representative  
Department of Transportation (MDOT)  
Department of Education (MDOE)  
Office of Services to the Aging (OSA)

**STAFF**

Deb Sonnenberg

**MEMBERS EXCUSED**

Linda Scarpetta  
Steven Puuri  
Sheriff Al Byam

Department of Community Health (MDCH)  
Local Representative  
Local Representative

**GUESTS**

Bob Lariviere  
LeRoy Fladseth  
Karen Kafantaris  
Dave Morena  
Homer Smith  
Keith Bailey  
Jack Benac  
Carol Reagan  
Ramona Putnam  
Dean Kanhz  
Kimberly Lariviere  
Mark Bott  
Lance Binoniemi  
Cindy Agle  
Thad Peterson  
Mary Wichman  
Jackie El-Sayed  
Anne Readett  
Debbie Savage  
Steve Schreier  
Kathy Farnum  
David Wallace  
Lawrence Hummel

**REPRESENTING**

AAA Michigan  
AARP  
AARP  
FHWA  
MADD, IDAT  
  
MDIT  
MDOS  
MDOS  
MDOT  
MDOT  
MDOT  
Michigan Licensed Beverage Association (MLBA)  
MRCHS/TSA/MRC  
MSP-TSD  
MSP-CJIC  
MTSC  
OHSP  
OHSP  
OHSP  
OHSP  
PAMM  
VanBuren Co. Road Commission

Robert Morris, Governor's Office • Michael Prince, Office of Highway Safety Planning • Linda Scarpetta, Community Health  
Dwight Sinila, Education • Anne Corgan, State • Capt. Robert Powers, State Police • John C. Friend, Transportation •  
Pamela Hall, Office of Services to the Aging • Sheriff Allen Byam, Local Representative  
Steven Puuri, Local Representative • Chief David Stamm, Local Representative

Chair Robert Morris called the meeting to order at 8:40 a.m. A Roll Call of the GTSAC members was taken establishing a quorum was present.

### **Public Comment/Announcement Items**

Dave Wallace of PAMM thanked Chair Bob Morris for coming to their meeting to present Macomb County Prosecutor Eric Smith with the GTSAC Traffic Safety Award.

Homer Smith reported that an extreme drunk driving bill package has been introduced in the Legislature. HB 4920 and HB 4921 create a similar sanction for both high BAC and repeat offenders. These bills also include language that would increase the quality standards, upgrade anti-circumvention features, and improved reporting requirements for state certified providers of ignition air lock devices. Mr. Smith encourages all organizations and interests groups to send letters of support to Rep. Paul Condino. Nationally, 35 states have additional sanctions for high BAC offenders and 45 states have legislation supporting the use of air locks. New Mexico, the first state to pass legislation requiring ignition airlocks for all drunk drivers, experienced a 20 percent reduction in alcohol-related injury crashes in their first year of implementation.

Mr. Morris entertained a motion for the GTSAC to submit a card of support to the legislative committee for the drunk driving bill package contingent upon the support of the Governor. Motion was made by Mr. Friend and supported by Captain Powers. Motion carried.

### **GTSAC Meeting Minutes**

Chair Morris entertained a motion for approval of the minutes of the GTSAC meeting of April 20, 2007. Moved by, Dwight Sinila, and supported Chief David Stamm. Motion carried.

### **Chair's Reports/Updates – Robert Morris**

Mr. Morris stated that previous discussions addressed ensuring the GTSAC Action Teams keep vibrant, dynamic, active, and as effective as possible. A survey was sent out a few weeks ago to team members requesting feedback on this issue. An Action Team Chair meeting is to be convened to review the survey results, discuss combining needs, meeting action plans, etc. Commissioners may attend the meeting if they wish. A report on the meeting will be presented at the GTSAC August meeting.

### **GTSAC Commissioner Updates**

#### **➤ Department of Community Health (MDCH) –Heather Hockanson for Linda Scarpetta**

A package of child passenger safety bills are before the House. The first, HB-4536, would require booster seat or child restraint use for kids ages 4-8, 40-80 pounds, or less than 4-9". This is tie bard with HB-4538 which would waive the fine if the seat was acquired. HB-4537 would create a Child Safety Education Fund, and HB-4539 would require kids less than 4 years old to be in the rear seat and eliminate the nursing mother exemption. The bills were unanimously voted out of committee and will be presented for a full House vote.

#### **➤ Department of Education (DOE) – Dwight Sinila**

The Department of Education is working with MSP on the revision of the bus driver's medical examination procedure. Part of this initiative is to bring the medical requirements more in line with the commercial driver's license medical requirements.

School districts, in seeking additional sources of funding, are considering displaying paid advertisements in school buses. The DOE and MSP are jointly developing a best practice policy on how to appropriately put advertising inside a school bus. One of the recommended requirements will be that the signage/message must promote academic excellence, safety, or good character, in addition to the advertisement

Captain Powers reported that recent news reports (Ann Arbor News and Saginaw News) erroneously reported that the MSP were red-tagging buses that had advertisements in them. Captain Powers stated that the MSP has not red-tag or place out-of-service any bus because of advertising. One MSP inspector did, however, make notations on Ypsilanti schools' bus inspection forms that he felt the advertising displayed was not appropriate. That incident generated a lot of controversy and was exaggerated in the

media. For the record, Captain Powers stated MSP inspectors will not red-tag busses for advertising unless it presents a safety hazard, i.e., dangling from the ceiling of the bus, or if a piece of metal, glass, or plastic was screwed into the side of the bus and protruding out to where someone could be injured by it in a roll over, etc. The advertisements observed thus far propose no safety hazard and are basically of a bumper sticker material adhered to the area between the windows and the roof.

➤ **Department of State (DOS) – Anne Corgan**

Ms. Corgan congratulated AAA on the success of the Carfit program; which has received good positive media attention. DOS records are showing a rise in moped registrations in the branch offices presumably due to the increased gasoline prices.

➤ **Department of State Police (MSP) – Capt. Robert Powers**

The layoff of 29 Michigan State Police troopers has been averted for at least this fiscal year. In response to Chair Morris' question regarding the affects of the MSP mileage curtailment, Captain Powers stated he believes there has been some traffic safety benefits to the curtailment. The strategic parking of patrol vehicles has increased trooper visibility resulting in more motorists driving safer.

➤ **Department of Transportation (MDOT) – John Friend**

Mr. Friend reported on two new safety initiatives under consideration by MDOT. These initiatives were presented by MDOT's Traffic and Safety Division and are a direct result of department staff directly involved in GTSAC Action Teams bringing viable workable systems for their department to make policy decisions on.

One safety initiative is to incorporate rumble strips as a standard feature on non-freeway sections, as is the standard for interstates. This initiative would also be helpful to resolve lane departure issues. Placing rumble strips not only on the shoulder, but also down the center line, may prevent vehicles from crossing over and hitting others head-on. Mr. Friend stated, however, that the strips could not be put on all roadways due to environmental issues. The placement of the strips would be offset more on certain non-freeway sections to accommodate bicyclists.

A second initiative involves cable guardrails. There are new cable guardrail standards, materials, technologies, and techniques now available that are more successful and cost effective than the previous ones used years ago.

These initiatives have many safety benefits, whereby, lives would be saved and serious accidents would be reduced. MDOT is excited about these advancements and is poised to commit a five-year investment in them. They have been approved by MDOT's Chief Operations Officer and are now before the MDOT Director.

➤ **Office of Services to the Aging (OSA) – Pamela Hall**

The month of May was Older Americans' Month. OSA celebrated by hosting Web site themes, which can be view at [www.michigan.gov/miseniors](http://www.michigan.gov/miseniors), entitled Step-up-Michigan, Making Choices for a Healthier Future, which provide seniors helpful ways to eat healthier, live longer, and become more independent. The Commission on Services to the Aging recognized two pilot projects, Otsego County Elder Family Community Leadership team and the North Ottawa County Elder Family Community Task Force for providing leadership, commitment, and dedication to Michigan's older residents. OSA also worked with Gary Bubar of AAA to spread the word to seniors and senior centers about the Carfit programs scheduled around the state. Based upon comments received, AAA will consider hosting the Carfit events at senior centers.

➤ **Office of Highway Safety Planning (OHSP) – Michael Prince**

Mr. Prince provided the results of the National Safety Belt mobilization which took place May 21- June 3, 2007. Law enforcement officers issued 18,436 restraint citations, 777 of those were for children under 4 years old who were not properly restrained in a child safety seat. In addition to writing safety belt citations, law enforcement officers arrested 870 motorists for drunk driving and other alcohol-related charges, including one case of child endangerment when a drunk driver had a 5-year-old passenger in the vehicle. OHSP-funded traffic enforcement efforts for safety belt, drunk driving and intersection enforcement will continue throughout the summer. The summer enforcement will end with a drunk driving crackdown Aug. 17-Sept. 3.

The Metroparks has agreed to work with OHSP again on a summertime safety belt promotion at three parks in the Metro Detroit area. From 1-3 p.m. on July 4, Metroparks' officers will watch for safety belt use at the entrances of Metro Beach, Hudson Mills, and Lower Huron. If drivers and passengers are buckled, they'll get a free can of Pepsi. If they are unrestrained, or their children are not in safety seats, they will receive information on the importance of buckling up and child passenger safety.

A reassessment of Michigan's Emergency Medical Services took place in Lansing May 14-17. Michigan's first assessment was conducted in 1991. A team of experts having demonstrated leadership and expertise in EMS development and implementation conducted this assessment through the NHTSA Technical Assessment Program. This was a very intense and fast-paced process. During the first day and a half, 25 presenters from the State of Michigan provided in-depth briefings on various components of EMS and trauma care. The Team spent the next day or so writing the report and developing a set of recommendations for improvement. These recommendations are currently under review by MDCH and the EMS Coordinating Council. Robin Shively from the MDCH/EMS office will be presenting an overview of this assessment our next meeting in August.

New this year, the 2006 Traffic Crash Facts will be released throughout the summer as sections are completed rather than waiting until the entire file has been completed as has been done in the past. Statewide crash facts for County and City/Community, as well as data on Alcohol-Involved and Deer Crashes are currently available. Check back frequently to see what's been updated and/or added.

For the second year, OHSP has been a part of the planning committee to promote the Slow Down to Get Around Campaign. A press conference was held on June 13, 2007. There was a great show of support for the campaign by local law enforcement and fire departments as well as representation from Granger's, Waste Management, City of Lansing, City of East Lansing, Michigan State University and local politicians. TV cameras from Ch. 6 & 10 also covered the press conference. Kristine Simmons from the Governor's office made a special presentation to Carole Ely whose husband was killed in a work-related crash that occurred in February 2006. A bill has passed in the Senate to make it a crime and provide penalties for injuring/killing a service vehicle driver. The bill has been referred to the House Transportation Committee. If passes in the House and signed by the Governor, it will be the first law in the country of its kind.

OHSP will be polling for agenda items for the 2008 Summit in the next couple of weeks. Because of the state budget situation, OHSP is awaiting State Budget Office (SBO) approval for the conference. If the Summit is not approved, then other options will be developed to keep momentum for the attending agencies.

➤ **Local Representation – Steven Puuri**  
**Absent – No Report**

➤ **Local Representation – Chief David Stamm (MACP)**

Next week, the Genesee County prosecutor will hold a press conference directed at driving while impaired. Also next week, the Buick Open will be held. Chief Stamm thanked OHSP and the other agencies assisting them in this effort. Funded through federal grant money, youth alcohol enforcement as well as OWI enforcement will be conducted.

Genesee County's Fatal Accident Crash Team (FACT), the first in the state, is operational. Preliminary discussions are being held with Kettering University to provide academic perspective with some practical experience and vice-versa.

➤ **Local Representation – Sheriff Al Byam (MSA)**  
**Absent – No Report**

**Legislative Report – Sgt. Matt Bolger (Absent)**

A Legislative Summary Report of the most current legislation concerning traffic safety was distributed.. In Sergeant Bolger's absence, Chair Morris stated that the drunk driving bill package Homer Smith spoke about and the child passenger safety bills reported on by Heather Hockanson are the top two areas we are focused on. The motorcycle helmet bill has moved out of committee and on to the House floor. The Governor has indicated she will veto it if it comes before her.

**Action Team Reports****➤ Intersection Safety – Steve Schreier**

Steve Schreier provided copies of the Action Team's mid-year status report and highlighted the changes. A table on Page 4 provides data from 1998 through 2006 on intersection crashes and fatalities. In 2006, there was again a drop in the absolute number of intersection fatalities, injuries, and crashes. Decreases have appeared each year since these numbers have been tracked.

Between 2003 and 2006, Michigan has had 25,000 less crashes, 81 less people killed, and over 1,000 less serious injuries. These statistics are a good indication that intersection safety efforts in Michigan are effective.

The relatively new Crash Data Users Group (CDUG) discusses intersection and roundabout data capture issues at every meeting, especially as roundabouts become more prevalent. Issues discussed include how they are coded and how they are included on a crash form by enforcement officers.

The last three years of red light enforcement program testing continuously depicts good results seen from the enforcement side. In 2005 and 2006, six agencies were in the program testing, this year there are over 30 agencies participating.

The Washtenaw County Road Commission contacted OHSP and pointed out that the DOS handbook "What Every Driver Must Know," had little information about roundabouts and intersections. Mr. Schreier networked with DOS partners resulting in the Road Commission working with DOS to write up the information to be included in the handbook. Good residual effects are occurring from this program.

Mr. Schreier reported on interesting statistics with the theme being non-signalized intersections having the most recorded crashes. These statistics and much more are available to agencies through the Traffic Crash Reporting System (TCRS.) Chief Stamm commented the availability of this tool to enforcement and traffic safety agencies needs to be publicized more. Mary Wichman expressed any safety partner can contact her office for assistance of getting the most out of the system.

Chief Stamm expressed his concern that people may be misled by stating 60 percent of all intersection-related fatalities are because of not being signalized. Other factors must also be considered such as engineering, weather, road conditions, speed, driver behavior, alcohol, etc. He also stated we should actively encourage road safety audits to work with MDOT and road commissions, etc. Chief Stamm remarked the methodology of the Michigan Uniform Traffic Control Device Manual, which is used to determine if a traffic signal is warranted at an intersection, may be in need of review to incorporate data findings from the TCRS.

**➤ Commercial Vehicle Safety – Dr. Jacqueline El-Sayed**

Dr. El-Sayed expressed the Michigan Truck Safety Commission (MTSC) is different from the other action teams in that it is a Commission. The members are commissioners, the action plan is the Commission's Strategic Plan, and updates are provided through the meeting minutes which are posted on the MTSC Web site.

The MTSC is mandated by statute to fund enforcement and education of commercial motor vehicle (CMV) drivers and organizations. Enforcement funding is provided to the MSP-Traffic Safety Division (formerly Motor Carrier Division) to perform Specialized Transportation Enforcement Team (STET) operations in conjunction with their regular commercial vehicle enforcement patrols. Funding provided to the Michigan Center for Truck Safety covers the education aspect of truck safety.

Michigan's CMV safety belt usage rate is 74.1 percent. Since 2000, CMV crashes have reduced by 25 percent, crash injuries have reduced 29 percent, and fatalities have reduced by 24 percent. The MTSC is seeing positive results from their enforcement and education programs.

➤ **Pedestrian & Bicycle Safety – Dave Morena on behalf of Lisa Grost & Deirdre Thompson**

The Michigan Department of Community Health is planning a Healthy, Livable Communities Conference May 29-30. Awards are presented to communities that have worked to create a more livable and active community.

In May, Lisa Grost addressed a gathering from the Center for Disease Control in Atlanta on what Michigan does to promote active communities in Michigan. Initiatives from Ms. Grost's presentation are being considered for a nationwide model.

When the Action Teams were created a few years ago, Michigan was ranked in the top 10 by the FHWA in the number of fatalities. Michigan is now ranked 14, so our initiatives are working.

Last year, FHWA offered training on Designing Streets for Pedestrian Safety, and How to Create and Administer Action Plans. These national courses are offered to stimulate discussion and sensitivity on bicycle and pedestrian safety. MDOT, in coordination with MDCH, SEMCOG, Wayne State University, City of Detroit, Genesee County Metropolitan Planning Commission, and Flint Mass Transit Authority, arranged for FHWA to hold two courses here in Michigan. Again this year, two courses were scheduled, one in Flint and one in Detroit in which 89 people attended. These courses provided important technical training on design and safety issues for those charged with the responsibility for our road network.

This action team identified funding available from the MDOT to study pedestrian safety in Detroit. Detroit was chosen because crash data collected showed that 38 percent of pedestrian fatalities were in the Detroit area. Wayne State University Transportation Research Group was chosen to conduct the one-year study. The study will center around 14 intersections within the city of Detroit that over the years have consistently had high pedestrian crashes. In addition, a 1.5-mile corridor will also be studied providing 11 intersections plus the distance between them. This research should identify any common reasons for crashes and ultimately result in the development of remedies that can be applied there and elsewhere.

➤ **Motorcycle Safety – F/Lt. Thad Peterson**

At a recent Motorcycle Safety Action Team meeting of the whole, it was decided to only convene the whole group twice per year, once at the beginning of the riding season and once at the end of the riding season.

F/Lieutenant Peterson acknowledged MDOT for its initiative to place signage alerting motorcyclists approaching work zones of rumble strips in the middle of a driving lane due to a lane shift. Peterson credited MDOT's involvement in this action team as a factor to incorporate motorcycle safety awareness in road projects.

As reported earlier, the motorcycle helmet bill is moving through the legislature. Last year, a bill was introduced to allow for the use of headlight modulators and to make headlight use mandatory at all times. The headlight modulator portion was approved; however, the mandatory headlight use was not. This action team would like the mandatory headlight use reintroduced this legislative session.

The MSP is in its first year of a big motorcycle data gathering endeavor with the development of the UD-10MC a supplemental crash form which captures motorcycle accident information. Completion of this form is mandatory for troopers and optional for all other agencies. Approximately 150 of the UD-10MC's have been submitted. Data being collected includes the type of helmet worn, how the helmet was damaged in the crash, what areas of the rider's body were injured and to what extent, and what training the rider has had, etc.

Responding to a request, F/Lieutenant Peterson provided an update on the traffic flow patterns of two Lansing area roads (US-127/I-496 corridor and a portion of Saginaw Street in East Lansing) since the

speed limits were corrected (raised) a few months ago. F/Lieutenant Peterson remarked that as expected, there is less friction between the different vehicles using the roadway. Another benefit has

been the dramatic reduction in traffic congestion which has ultimately reduced the opportunities for rear-end and side-swipe crashes. Prior to the speed change, the MSP Web site where citizens can report aggressive driving behavior was receiving 30-50 percent of its Ingham County responses identifying drivers on the I-496 corridor. Since the speed limit change, no Web site reports have been received on that roadway.

Dave Morena expressed MSP/MDOT is missing opportunities to document the benefits of the speed correction strategy. He suggested that someone be hired to conduct engineering studies of what the speed and congestion is before and after a speed correction is made. Mr. Morena stated he would be happy to seek funding for such studies.

#### **State Highway Safety Plan (SHSP) Implementation – Anne Corgan - MDOS**

Ms. Corgan highlighted the MDOS Highway Safety Mission that is focused on their regulatory responsibilities. They educate, license, and regulate drivers which is the focus of their mission statement. MDOS developed the mission statement after thoroughly feting the Strategic Highway Safety Plan (SHSP) and Action Team plans. A number of MDOS staff participates in various action teams in addition to their department's internal traffic safety groups. Members of these groups meet routinely to discuss various action plans and strategies. It is through this process that MDOS develops their mission statement in addition to short and long-term agendas that align with the SHSP.

Ms. Corgan provided a PowerPoint presentation outlining how MDOS programs utilize the SHSP and Action Team plans in their overall planning and funding process/decisions and provided examples of projects/funding that are directly related to the SHSP. A copy of the presentation may be obtained by contacting the OHSP office at 517-333-5301.

#### **Federal Motor Carrier Safety Advisory Committee – Capt. Robert Powers - MSP**

Captain Powers provided information on the establishment of the Federal Motor Carrier Safety Advisory Committee. He and Mike Irwin of the Michigan Center for Truck Safety are two of the 15 members appointed to the committee representing different truck safety areas around the nation. The group met for the first time May 22-23, in Washington, DC., and was focused on establishing operational rules, etc., and getting acquainted. Administrator John Hill announced that one of the challenges of the committee is to provide advice to him on the next reauthorization of the Transportation Bill which takes place in 2009. Captain encouraged the group to visit the committee's new web site, [www.mcsac.fmcsa.dot.gov](http://www.mcsac.fmcsa.dot.gov) which provides a roster of members, the committee's charter, and the work the committee is undertaking. Anyone having questions about the committee or its initiatives may contact Captain Powers.

#### **Anheuser Bush Billboard Campaign – Capt. Robert Powers - MSP**

The Anheuser Bush Company approached the Michigan State Police to partner in a billboard campaign to promote responsible drinking. Approximately 100 billboards will be raised strategically around the state during September/October. The billboards will feature two MSP troopers and a safety message to use seat belts and to drink responsibility. The name of the campaign is "Responsibility Matters." Members of the MSP and OHSP media relations teams are developing a media campaign to unveil this fall.

#### **Prosecutor's Manual on Commercial Motor Vehicle Laws in Michigan – Capt. Robert Powers - MSP**

Captain Powers recognized Dave Wallace of PAAM for the idea, Lt. Dave Ford of MSP-Traffic Safety Division for the work, and Mike Prince of OHSP for the funding, of a manual entitled "Commercial Motor Vehicle Laws in Michigan" to assist prosecutors throughout the state. Captain stated that CMV laws pertaining to trucks and buses are very complex and voluminous and can be interpreted erroneously if not fully understood. The development of this manual for prosecutors and magistrates should provide a more standardized interpretation of the laws throughout the state and help reduce truck crashes and crashes of passenger cars interacting with the trucks.

#### **ITS Annual Meeting Update – John Friend - MDOT**

John Friend provided an overview of the Intelligent Transportation Systems (ITS) Annual meeting he attended recently. ITS is responsible for the messages boards and TV cameras positioned in the major metropolitan areas among other cutting edge transportation technology. There is a Michigan ITS group that meets routinely. This group is comprised of academic and research staff, automotive and industrial engineers, elected officials, public safety representatives, state and local transportation officials, and the



automotive companies and ITS consultants. Mr. Friend stated that the future of safety for transportation and automotive manufacturers is going to be how the vehicle talks to the road. There is incredible new science on the horizon of marrying up the vehicle to the infrastructure. Michigan is in the forefront of that, in fact, Michigan has received some economic grants from the Governor's initiatives to promote this type of science. There are now delegations from MDOT and the automotive field that are traveling to Japan and Sweden to work with Toyota and SAAB. Mr. Friend believes Michigan is positioned well in terms of making investments that will bring this technology home not only for the nation but the world.

#### **Work Safety Zone (Video ) – John Friend - MDOT**

Deferred to August Meeting

#### **Roundabouts and Flashing Yellow Left Turn Arrows – Bob Morris, Chair**

Mr. Morris comment that maneuvering roundabouts appears to be confusing to motorists and addressed the need to get information out to the public.

Mr. Morris also remarked that another new and confusing item for motorists is the appearance of the flashing yellow arrows replacing the flashing red balls on left turn signals. Mr. Mark Bott of MDOT stated that the Federal Highway Administration (FHWA) is introducing new standards for left turn signals. Research has determined that the flashing yellow arrow is more understood by motorists and also allows for more efficient timing of signals. MDOT is working with FHWA to develop an implementation plan (timeline) to incorporate the change in Michigan.

#### **Other Business**

None

#### **GTSAC Administrative Items**

**Meeting Adjourned at 11:11 a.m.**

#### **2007 Meeting Schedule**

All meetings begin at 8:30 a.m. in the Collins Centre Presentation room unless stated otherwise.

October 26, 2007

December 14, 2007